

No. 8754	號四十五百七千五第	日一十月四年子丙緒光	HONGKONG, THURSDAY, MAY 4TH, 1876.	四拜禮	號四月五英	港香	PRICE \$24 PER MONTH.
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Intimations

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Superintendent,
1876.

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G. DE OLIVEIRA
Acting
Hong Kong 2nd May 1872

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SWIRE, Agent
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1876.
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SWIRE, Agents
April, 1876.

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Agents.
ril, 1876,

in train, while we lay off in long chairs, trying to keep cool. The long boat (the kind

strain, while we lay off in long chairs, trying to keep cool. This hang boat (the kind we had orders) is built very much after the style of the other passenger craft on the river: but a great deal larger in size. It requires a crew of four or five men to man the oars, and the sailing area in front, while the remainder work at two great sculls forward to the stern. The boat is divided off into two compartments for the passengers, while there are lots of space for the boatmen and servants as sleeping accommodation. At about the time I wrote of, however, the boat was at the house on the bank, under an awning, where we had a comfortable sleeping apartment to be obtained.

Having started at about nine in the afternoon on a strong flood tide, we made for Cushman, a beautifully situated island about five-and-twenty miles from Canton, and the famous park of the island merchant, and the famous park, with its thickly wooded grounds, its high-roofed pavilions and white pagoda, shining brightly out in the blazing sun, we came to a small island occupying the centre of the river, seemingly in a high state of cultivation; quiet, and there to be brick buildings, a few and there to be black peonies, tall from among bamboo grounds, while well-built straw stacks pointed the people to be farmers; the edge of the island is lined with a cordon of fruit trees while on the ground and in frames the refreshing green of the pumpkin and marrow vines relieves the eye.

Slightly past the island, and the Kuan-Yin Shrine with the city wall and fire-story pagoda stand out boldly, the night being whitened by the picturesque Pak-Wan-Shan or white rock mountains. Towards dusk, the Golden Rock, our destination, is reached, and we go fast for a while under the shadow of the immense bayonet, and until the shore is reached, we are permitted to stroll on shore. This we do at six in the evening; but even then, the air is so sultry that a halt to wait the sunset is made. (Then evening he went down a deep dull red, scarcely a speck of gold being visible in the heavens.)

Along the line of the shore, the bank heavy with trees, and the air, everything seemed to fill the air. The very bird appeared to feel that something potent was about to happen, and not a quiver was to be detected among the thick foliage.

In the adjacent grove. Having passed the the probability of what was to come, to a shore, and to return to the East was made, and directing that we should anchor in midstream, so that the possibility of breeze to keep away mosquitoes might be avoided, a very hot and sleepless time was passed.

During the night the morning was remarkable for a wild effort, and towards morning a high air from the north-east sprang up. As, however, the weather did not promise to be any cooler than on the previous day, directions were given at five a.m. to wait and start for home. The breeze kept increasing, and after much heated, but

long, when all would have to be lower

asserted that it was impossible to believe that the boat would have to be blown long, thinking that this was only a pretext for shirking a little extra work, the continuance of the sail was insisted on; but in the course of the hour, it became apparent, even to ourselves that it must be taken in. After a few minutes, the boat was again hoisted on hour it still was blowing when the shetboat was being lowered when the shetboat a small creek was sought; but, after being there for some time, and there being no sign of any abatement, another start was ventur upon this time without the sail. After a much effort it was found that no headway was being made with the oars; the wind increased in force, and it became necessary to haul out; it now dawned upon us that we were going to experience a typhoon. At about eleven o'clock the first heavy blow fell, and the force of our little sailing vessel, the boatmen urged us to get ashore; at this moment, a huge tidal wave rushed up the river, carrying everything before it, and another of our kind, parting, swung us into the stream. At this juncture we jumped into the strong, long waves, and, after a few minutes, were carried to the shore. The first move was to assist in making our craft safe to the bank—no easy matter, though, as having succeeded in removing all movable articles into the house, she was hoisted to in a fit state to ride out the storm. A typhoon was now at its height; the river was running with a tremendous current, the running was lightning high, and it was heard to see river craft of all kinds being swept along with lightning speed. Occasionally a sight of one on top of a piggery was made, but the children, attracted by the following moment the tiny craft would be seen upset, and all the children were told to get away from the river.

force, accompanied by a blinding rain, was hard to stand against: large branc

toro, accompanied by a clanking "Yankee" was hauled to station opposite large banyan trees. The three men would speak up, with a report like a gun, and he hurried away into the country; the large banyan trees, which lie about, would come of them be uncropped great junkies would tear past with an uncounted clinging to the mast, while a poor woman would be burning loss.

"The idea, no the temper." A little while after through wooden structure would, as it stammered, and then plunge into the next wave, leaving no vestige behind it.

Hearing loud cries from our boatmen, hastened to ascertain the cause, and found that they were carrying a man, who had gone down taking everything with him—clothes, guns, food, everything. The loss was slight, however, when compared with that suffered by the headman, for it was home, and I doubt not she was well treated with many of what were to him treasures.

The hurricane had blown itself out, there was sought in a carpenter's shop which stood on a higher portion of the river's bank. Here a considerable distance could be seen, below and down the stream, and a helpless view it was. The country appeared to have been nearly all destroyed, and the ruins nearly all the grand old trees were broken or blown over, while far inland the junkie lay bottom upwards, showing the resistible violence of the blast. From the roof of the open shop where we stood red tiles were blown about as if they were stones, and the wind whistled through the shingly-built brick wall swayed backward and forwards for a minute or two, and then came down with a tremendous noise. The shrieking of the wind intermingling with the cries of the drowning was beyond expression worse became, while the din of beating gongs, like the beating of drums, and the shouting mingled lent a weird fascination to the entire scene. All this going too without the remotest possibility rendering assistance, was truly painful.

There had been a chance of accident, such, no boat could have lived in the place that was water again.

The rain was heavy, however strong desire to have ventured on the labored banks of the usually placid river. The huge waves as they rolled along would suddenly have appearance of having had their crests cut off, and dashed into spray; the banks were being gradually eaten away, and the water proclaimed that the fastenings had given way, and that they were swept out into the waters.

[illegible]

WOOLLEN GOODS.

WOOLLEN GOODS.		
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100, 12	"	10

Captains.	Flag & Reg.	Tons.	Consignees.	Destinations.
WHAMPOA.				
— STEAMERS —				
Shaw	Brit. str. Brit. str.	69 2928	Kwok Aschoong Jardine, Matheson & Co	
SAILING VESSELS.				
Wan	Nor. bg	247	Ed. Schellbass & Co	
CANTON.				
Hill	H.I.C.M.	g-b.		
Robertson	H.I.C.M.	g-b.		
Hennings- hoj	H.I.C.M.	g-b.	Siemssen & Co	Shanghai
Bryggman	H.I.C.M.	688		
Groenewille	Amer. g-b.	306		
McCook	H.I.C.M.	68		On West Coast
	Amer. cot.	410		
In the river between Chung-chow and Canton.				
MACAO.				
In port on 3rd May, 1876.				
Manness	Port-g. b.	80	H. C. & M. Steamboat Co	Louis ap
Land	Brit. str.	140	H. O. & M. Steamboat Co	
Dabral	Port-g. b.	149		
Leaving between Canton and Swatow.				
SWATOW				
In port on May 3d, 1876.				
Mont	From bk	417	Brady & Co	
ers	Ger. bk	433	Dicks & Kruger	
umpson	Brit. str.	210	Dicks & Kruger	
infamy	Brit. sh.	632	Dicks & Kruger	London
lkey	Brit.-bk	332	Dicks & Kruger	Takao
tol	Brit. bk	391	E. Heron	

Brit. sch	255	E. Herton	Bangkok
Brit. sch	255	E. Herton	Bangkok

[illegible]

**In port on 30th April, 1876.*

		<i>In port on 30th April, 1876.</i>		
badley	Brit. str	62	Chinese	
brist	Brit. str	62	Chinese	
ebell	Brit. str	320	Araucan	Shanghai.
		SHANGHAI.		
		<i>In port on 30th April, 1876.</i>		
		<p><i>The names of the numerous steamers, tug small craft, and receiving hulks employed on the Yang-tze are not included in this table.</i></p>		
antize	Brit. bk	359	Nils Moller	
stuf	Brit. str	321	Olbb, Livingston & Co	
peising	Brit. bk	347	Woodard & Co	
da	Dut. sh	423	E. J. Schellman & Co	
sonberg	Swed. bk	364	Nils Moller	
hop	Brit. bk	45	Heard & Co	
tte	Span. bk	550	Buchholster & Co	
	Amer. bk	469	Master	
		YOKOHAMA.		
		<i>In port on 26th April, 1876.</i>		

bot Brit. sch 280 F. Kuoblauch

Brit. sch	280	F. Knoblauch
Ger. sh	225	F. Knoblauch
Brit. sh		Knüfner & Co
Amer. sh	1315	Knüfner & Co
Brit. sh	771	H. Allen
Ger. sh	445	H. Peters & Co.
Brit. sh		E. O'Kirby & Co.
Brit. sch	259	Smith, Baker & Co
Brit. sch	185	Walsh, Hall & Co
Brit. sch	168	E. O. Kirby & Co
Amer. sh	600	Order
Russ. sh	530	Order
Brit. sh	815	Wilkin & Robinson
Brit. sh	329	Order
Ger. sch	238	Chinice
Amer. sh	632	E. Fisher & Co
Ger. sch	270	F. Knoblauch

MANILA

To port on 24th April, 1870.

Amr. bk	517	Order
Spun bk	200	Order

Amr. bk	517	Order	
Spun. bk	200	Order	
Bel. bk	684	Order	
Brk. bk	987	K&C Co	New York
Bel. bk	987	E-Hermann & Co	New York
Spun. bk	493	F-Royce	
Brk. bk	493	Order.	
Amr. bz	138	Order	
Spun. bk	236	Order.	
Amr. bk	628	Order	
Brk. bk	1346	Order	
Brk. bk	1080	Incubati & Co	
Brk. bk	957	Smith, Bell & Co	New York
Amr. sh	983	Kor & Co	Boston

Span. bk	253	J. M. Tinsion & Co
Span. bz	152	Order

Span. bk	234	J. M. Pearson & Co
Span. bg	152	Order
Span. sh	1898	Order
Amr. sh	1296	Order
Amr. bk	518	Order
Ger. bk	422	Peele, Habbell & Co

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